



BICYCLE FRIENDLY STATE REPORT CARD

WYOMING

RANKED

50

OF 50

STATE ADVOCACY GROUP:
WYOMING PATHWAYS

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Wyoming, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Wyoming.

Wyoming recently had two statewide plans completed, but needs to decide on a way forward that uses one or both and puts resources behind the implementation of a plan. The Bicycle and Pedestrian System Report commissioned by the legislature outlines significant benefits possible and provides action recommendations to achieve these, however implementation is lacking.

Every federal data indicator for Wyoming suggests that bicycling is getting worse and the core reason is a lack of state investment and a lack of using federal funds for bicycling and walking projects. The Wyoming DOT needs to review its policies to understand why these indicators are trending the wrong way and take steps to reverse them, starting by spending more federal funds on bicycling and walking.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Important aspects of an updated policy include providing intermittent breaks and sufficient space to the outside of rumble strips for safe bicycling.

Wyoming has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Wyoming should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Ensure that state guidelines, plans, policies, or other documents are updated so that they are consistent with and make it routine to implement your state's bike plan or bicycle and pedestrian plan.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Wyoming should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

	Infrastructure & Funding	D-
	Education & Encouragement	C-
	Legislation & Enforcement	C+
	Policies & Programs	D+
	Evaluation & Planning	C-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.8% of commuters biking to work	11/50
Safety	5.5 fatalities per 10K bike commuters ⁱⁱ	13/50
Spending	\$3.71 per capita FHWA spending on biking and walking ⁱⁱⁱ	8/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: WYOMING

 Infrastructure & Funding Ranked 49 of 50 States D-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	D-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	F
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C-
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	C

 Policies & Programs Ranked 45 of 50 States D+	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	F
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	D+
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	D

 Education & Encouragement Ranked 40 of 50 States C-	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	C-
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C

 Evaluation & Planning Ranked 45 of 50 States C-	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C-
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	F
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 Legislation & Enforcement Ranked 22 of 50 States C+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	B
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	B

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.



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TOGETHER!**

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